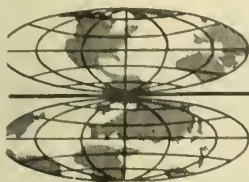


23.164:985/966-2



U.S. Waterborne

Foreign Trade

U.S. DEPARTMENT OF COMMERCE

John T. Connor, Secretary

BUREAU OF THE CENSUS
A. Ross Eckler, DirectorSUMMARY REPORT
FT 985

February 1966

FOR RELEASE
July 13, 1966

COVERAGE

This report presents statistics on total U.S. waterborne inbound and outbound shipments made in foreign trade, with certain exceptions as specified in the following explanation. Separate data are presented for dry cargo and tanker vessels. In the tables which contain information on trade through individual U.S. customs districts, data are given for all customs districts at which there are vessel shipments. Data are also given for those individual ports within each district which have a combined export and import tonnage averaging five million pounds or more per month during the calendar year 1965. The customs district totals shown reflect trade through all ports in the district, including those ports for which data are not shown separately. Totals shown in this report for previous months include current revisions.

Effective January 1966 the statistics on waterborne exports of domestic and foreign merchandise and non-Department of Defense shipments of Special Category commodities reflect fully compiled data for shipments to Canada individually valued at \$2,000 and over combined with estimated data for shipments valued \$100-\$1,999, based on a 10-percent sample of such shipments. For countries other than Canada, the export statistics reflect fully compiled data for shipments individually valued at \$500 and over combined with estimated data for shipments valued \$100-\$499, based on a 50-percent sample of such shipments. Data on shipments valued under \$100 are excluded from the statistics on waterborne exports. Prior to January 1966, the statistics on waterborne exports of domestic and foreign merchandise and non-Department of Defense shipments of Special Category commodities excluded shipments to Canada individually valued at less than \$2,000 and shipments to other countries individually valued at less than \$500.

Vessel export figures in this report, shown in columns 4, 9, 13, and 16 of table 1 and in table 3, represent exports of domestic and foreign merchandise laden at the U.S. Customs area for shipment to foreign countries and include export shipments to U.S. civilian Government agencies and non-Department of Defense controlled foreign aid program shipments as described below. Excluded from these figures are shipments to the U.S. Armed Forces abroad of supplies and equipment for their own use as well as the other types of shipments described below for which information is shown in separate columns in table 1.

Department of Defense controlled and Special Category figures, shown in columns 6 and 11 of table 1

and in tables 5 and 6 of this report cover consolidated data for the following types of shipments:

1. Vessel export shipments of Department of Defense controlled cargo under special foreign aid programs such as Department of Defense Military Assistance Program—Grant-Aid, etc., shipped on commercial or military vessels (vessels owned and operated by Department of Defense).
2. Vessel export shipments of Special Category commodities not controlled by the Department of Defense for which detailed information cannot be shown separately because of security reasons. For a list of Special Category commodities and an explanation of their presentation in foreign trade statistics, see the January 1965 issue of Report FT 410.

Only shipping weight data in terms of U.S. port or coastal district of lading and foreign trade area of unloading are shown for these classes of shipments since information on the dollar value of exports of Department of Defense controlled cargo is not available at this level of detail. Consequently, the total value figures shown in columns 12 and 15 of table 1 for dry cargo and tanker shipments in that order correspond to the shipping weight figures shown in columns 3 and 8, respectively, of the same table.

Effective January 1965, some changes were made in security restrictions, without a corresponding change in restrictions applying to earlier periods. Therefore, the shipping weight data for Department of Defense and Special Category shipments presented in tables 1, 5, and 6 exclude some commodities which are no longer classified as Special Category commodities beginning with January 1965. However, for periods prior to 1965, such commodities are included in the data for Department of Defense and Special Category shipments. Because of this, and also because of changes in the content of Special Category commodities effective January 1965, in some cases the current figures for Department of Defense and Special Category shipments are not comparable with those for periods prior to 1965. Likewise, in some cases the current figures for exports of domestic and foreign merchandise (other than Department of Defense and Special Category shipments) are not comparable with those for periods prior to 1965 since the current figures include exports of those commodities which were declassified effective January 1965, but which were not included in the figures for exports of domestic and foreign merchandise prior to 1965.

Prepared in the Bureau of the Census, Foreign Trade Division

USCOM-DC

For sale by the Bureau of the Census, Washington, D.C., 20233. Price 10¢ per copy.
Annual subscription (FT 900, 930, 950, 970, 975, 985, and 986 combined) \$5.00.

Vessel import figures, shown in columns 3, 6, 9 and 12 of table 2 and in table 4 of this report, are general imports and represent the total of imports for immediate consumption plus entries into customs bonded storage and manufacturing warehouses made at the U.S. Customs area from foreign countries. Vessel import figures exclude American goods returned by the U.S. Armed Forces for their own use and import shipments on Army or Navy transports. Effective July 1965, the statistics also exclude data on shipments valued \$250 and under reported on both formal and informal entries. (Informal entries, by definition, are limited to items valued not more than \$250.) Prior to July 1965, the import statistics excluded formal entry shipments valued at less than \$100 and informal entry shipments valued \$250 and under.

The following types of shipments are excluded from both the vessel export and import data: (1) shipments of household and personal effects, (2) shipments by mail and parcel post, and (3) shipments of vessels under their own power and afloat. United States trade with Puerto Rico and with United States possessions is not reported as U.S. exports and imports.

Merchandise shipped in bond through the United States in transit from one foreign country to another without having been entered as an import is not included in any of the figures in the columns previously referred to (imported merchandise cleared through Customs and subsequently reexported is included in both the import and export statistics). Separate information for the waterborne portion of the intransit trade in terms of shipping weight and dollar value is presented in this report in tables 1 and 2. Columns 5, 10, 14, and 17 of table 1 reflect intransit merchandise laden aboard vessels at U.S. ports, while columns 4, 7, 10, and 13 of table 2 reflect such merchandise unladen from vessels.

The waterborne outbound and inbound intransit statistics include (1) foreign merchandise transferred from one vessel to another in the U.S. port of arrival and shipped to a foreign country without being released from Customs custody in the United States; and (2) foreign merchandise arriving by vessel at one U.S. port, shipped through the United States under Customs bond, and leaving the United States by vessel from a port other than that at which it arrived. In addition, the waterborne outbound intransit statistics also include (1) foreign merchandise withdrawn from a general order warehouse for immediate export by vessel or for transportation and export by vessel (such merchandise was not recorded as an import when it entered the warehouse), and (2) foreign merchandise shipped via vessel from a U.S. Foreign Trade Zone to a foreign country (such merchandise is deposited in the Foreign Trade Zone without being entered as an import). Any inbound or outbound intransit merchandise moving by methods of transportation other than vessel is excluded from the intransit statistics. Thus, merchandise arriving at the United States by vessel and leaving by some other method of transportation is included in the inbound data only. On the other hand, merchandise arriving by other than waterborne transportation and laden aboard vessels upon departure is included in the outbound statistics but not in the inbound data. The inbound and outbound segments, therefore, do not counterbalance one another and are complementary only insofar as they involve merchandise carried by vessels to and from the United States.

For a more detailed discussion of the intransit trade statistics and the types of shipments excluded from these data see the February 1953 issue of the Foreign Trade Statistics Notes.

All types of outbound vessel shipments in tables 1 and 5 are credited to the coastal districts, customs districts, and ports at which the merchandise was laden. All types of inbound vessel shipments in table 2 are credited to the coastal districts, customs districts, and ports at which merchandise was unladen. In the case of vessel general imports this is not necessarily the same as the customs district in which the goods were entered into warehouse or entered for immediate consumption.

Vessel exports in tables 3 and 6 are credited to the foreign trade areas at which the merchandise was unladen. Vessel imports in table 4 are credited to the foreign trade areas at which the merchandise was laden aboard the vessels carrying the cargo to the United States. The countries of destination or origin of merchandise are not necessarily located within the trade areas to which the merchandise is shipped or from which it is received. Detailed definitions of foreign trade areas in terms of the countries and ports included in each are contained in Schedule R, Code Classification and Definition of Foreign Trade Areas.

Shipping weight figures represent the gross weight of shipments, including the weight of containers, wrappings, crates and moisture content. Vessel export values represent the values at time and place of export. They are based on the selling price (or on the cost if not sold) and include inland freight, insurance and other charges to place of export. Transportation and other costs beyond the United States port of exportation are excluded. Vessel import values, as well as the values for intransit shipments, are generally based on the market or selling price and are in general f.o.b. the exporting country. Since intransit merchandise is not subject to the imposition of import duties at the United States, the valuation reported for such shipments is not verified by customs to the extent applicable in the case of import entries and may in some cases include transportation costs and insurance to the United States as well as other cost elements.

Vessel shipments in tables 1 and 2 are classified as dry cargo or tanker shipments solely on the basis of the type of vessel used without regard to the cargo carried. Tanker vessels are those primarily designed for the carriage of liquid cargoes in bulk, while all others are classified as dry cargo vessels. A further segregation of dry cargo vessel shipments is provided in tables 3-6 on the basis of type of service, i.e., liner (berth) or irregular (tramp). Liner service is that type of service offered by a regular line operator of dry cargo vessels on berth. The itineraries and sailing schedules of such vessels are predetermined and fixed. Irregular or tramp service is that type of service afforded by dry cargo vessels which are chartered or otherwise hired for the carriage of goods on special voyages. Vessels in this type of service are not on berth and their sailing schedules are not predetermined or fixed.

Table 1.—U.S. EXPORTS OF DOMESTIC AND FOREIGN MERCHANDISE, OUTBOUND INTRANSIT MERCHANDISE, AND SHIPMENTS OF DEPARTMENT OF DEFENSE CONTROLLED CARGO AND "SPECIAL CATEGORY" NON-DEPARTMENT OF DEFENSE CONTROLLED CARGO, ON DRY CARGO AND TANKER VESSELS, BY CUSTOMS DISTRICT AND PORT OF LADING

(Totals represent the sums of unrounded figures, hence may vary slightly from the sums of the rounded amounts)																		
Customs district and port		Shipping weight (in millions of pounds)							Value (in millions of dollars)									
		Dry cargo				Tanker			Dry cargo				Tanker					
		Total	Domestic, foreign and intransit cargo		Dept. of Defense and "Special category"	Total	Domestic, foreign and intransit cargo		Dept. of Defense and "Special category"	Total	Domestic and foreign		In-transit	Total	Domestic and foreign		In-transit	
			(1)	(2)			(3)	(4)			(5)	(6)			(7)	(8)		(9)
		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
Total all districts:		28,838	25,282	25,224	25,102	123	58	3,556	3,556	3,533	22	-	1,334	1,301	32	110	109	1
Monthly average 1965.....		17,223	15,288	15,220	15,177	43	68	1,935	1,935	1,934	1	-	786	775	11	62	62	2
February 1965.....		25,114	22,660	22,643	22,452	191	17	2,454	2,454	2,393	61	-	1,330	1,273	57	67	67	2
January 1966.....		27,242	24,486	24,430	24,260	170	56	2,756	2,756	2,700	57	(Z)	1,364	1,322	42	76	74	2
February 1966.....																		
North Atlantic Coast Districts.....		9,900	9,688	9,670	9,606	64	18	212	212	209	3	-	720	691	29	7	7	(Z)
Portland, Maine.....		17	17	17	13	4	-	-	-	-	-	-	2	2	(Z)	-	-	-
Bangor, Maine.....		11	11	11	9	4	-	-	-	-	-	-	2	2	(Z)	-	-	-
Eastport, Maine.....		(Z)	(Z)	(Z)	(Z)	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Portsmouth, N.H.....		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Belfast, Maine.....		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seaside, Maine.....		4	4	4	4	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Boston, Mass.....		68	68	68	68	(Z)	(Z)	1	1	1	1	-	7	7	(Z)	(Z)	(Z)	-
Boston.....		62	61	61	61	(Z)	(Z)	1	1	1	1	-	6	6	(Z)	(Z)	(Z)	-
Gloucester.....		6	6	6	6	(Z)	-	-	-	-	-	-	1	1	(Z)	-	-	-
New Bedford.....		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Fall River.....		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Salem.....		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Providence, R.I.....		23	23	23	23	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Providence.....		23	23	23	23	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Bridgeport, Conn.....		51	39	39	39	(Z)	-	12	12	12	-	-	(Z)	(Z)	-	(Z)	(Z)	-
Bridgeport.....		(Z)	(Z)	(Z)	(Z)	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Bridgport.....		51	39	39	39	-	-	12	12	12	-	-	(Z)	(Z)	-	(Z)	(Z)	-
New Haven.....		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New London.....		1,343	1,323	1,319	1,262	57	4	19	19	16	3	-	527	502	25	2	2	(Z)
New York City, N.Y.....		1,269	1,250	1,246	1,189	57	4	19	19	16	3	-	525	500	25	2	2	(Z)
New York.....		73	73	73	73	-	-	-	-	-	-	-	-	-	-	-	-	-
Albany.....		608	541	537	537	(Z)	4	67	67	67	-	-	36	36	(Z)	2	2	-
Philadelphia, Pa.....		511	491	487	487	(Z)	4	20	20	20	-	-	34	34	(Z)	1	1	-
Philadelphia, Pa.....		(Z)	(Z)	(Z)	(Z)	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Chester, Pa.....		(Z)	(Z)	(Z)	(Z)	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Wilmington, Del.....		30	10	10	10	(Z)	-	20	20	20	-	-	1	1	(Z)	1	1	-
Paulsboro, N.J.....		3	3	3	3	-	-	-	-	-	-	-	1	1	-	-	-	-
Camden, N.J.....		30	2	2	2	-	-	28	28	28	-	-	(Z)	(Z)	-	-	-	-
Gloucester City, N.J.....		1,094	994	987	985	2	7	99	99	99	99	-	62	59	3	3	3	-
Marcus Hook, Pa.....		1,094	994	987	985	2	7	99	99	99	99	-	62	59	3	3	3	-
Baltimore, Md.....		6,696	6,682	6,680	6,679	1	2	14	14	14	14	-	85	85	(Z)	(Z)	(Z)	-
Norfolk, Va.....		4,958	4,942	4,942	4,942	(Z)	2	14	14	14	14	-	57	57	(Z)	(Z)	(Z)	-
Norfolk.....		1,736	1,736	1,736	1,736	(Z)	-	-	-	-	-	-	28	28	(Z)	-	-	-
Newport News.....		2	2	2	2	(Z)	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Richmond.....		(Z)	(Z)	(Z)	(Z)	-	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-
Alexandria.....																		

See footnotes at end of table.

Table 1.-U.S. EXPORTS OF DOMESTIC AND FOREIGN MERCHANDISE, OUTBOUND INTRANSIT MERCHANDISE, AND SHIPMENTS OF DEPARTMENT OF DEFENSE CONTROLLED CARGO AND "SPECIAL CATEGORY" NON-DEPARTMENT OF DEFENSE CONTROLLED CARGO, ON DRY CARGO AND TANKER VESSELS, BY CUSTOMS DISTRICT AND PORT OF LADING-Continued

Customs district and port	Shipping weight (in millions of pounds)										Value (in millions of dollars)						
	Grand total	Dry cargo				Dept. of Defense and "Special category"	Total	Tanker			Dept. of Defense and "Special category"	Dry cargo			Tanker		
		Total	Domestic, foreign and intransit cargo		In-transit			Total	Domestic, foreign and intransit cargo			In-transit	Total	Domestic and foreign	Total	Domestic and foreign	Total
			(2)	(3)					(4)	(5)							
South Atlantic Coast Districts.....	496	397	394	393	1	3	99	99	99	-	-	47	47	(2)	3	3	-
Wilmington, N.C.....	26	24	21	21	-	3	2	2	2	-	-	7	7	-	1	1	-
Wilmington.....	16	16	13	13	-	3	2	2	2	-	-	2	2	-	-	-	-
Beaufort-Morehead City.....	10	9	9	9	-	(2)	-	-	-	-	-	5	5	-	1	1	-
Charleston, S.C.....	95	78	78	78	(2)	(2)	-	-	-	-	-	11	11	(2)	-	-	-
Charleston.....	78	78	78	78	(2)	(2)	-	-	-	-	-	10	10	(2)	-	-	-
Georgetown.....	18	18	18	18	-	-	3	3	3	-	-	1	1	-	-	-	-
Savannah, Ga.....	119	116	116	116	-	-	3	3	3	-	-	12	12	-	(2)	(2)	-
Brunswick.....	8	8	8	8	-	-	3	3	3	-	-	11	11	-	(2)	(2)	-
Savannah.....	111	108	108	108	-	-	3	3	3	-	-	3	3	(2)	(2)	(2)	-
Tampa, Fla.....	46	43	43	43	(2)	(2)	3	3	3	-	-	3	3	(2)	(2)	(2)	-
Jacksonville.....	43	41	41	41	(2)	(2)	3	3	3	-	-	2	2	(2)	1	1	-
Port Canaveral.....	-	-	-	-	(2)	(2)	92	92	92	-	-	1	1	(2)	(2)	(2)	-
San Juan, Puerto Rico.....	155	63	63	63	-	-	1	1	1	-	-	(2)	(2)	-	-	-	-
Guanica.....	47	46	46	46	-	-	19	19	19	-	-	1	1	(2)	(2)	(2)	-
Mayaguez.....	19	(2)	(2)	(2)	-	-	-	-	-	-	-	12	12	(2)	(2)	(2)	-
Ponce.....	28	9	9	9	(2)	(2)	1	1	1	-	-	9	9	(2)	(2)	(2)	-
San Juan.....	8	8	8	8	(2)	(2)	-	-	-	-	-	2	2	(2)	(2)	(2)	-
Miami, Fla.....	55	55	55	54	1	(2)	-	-	-	-	-	1	1	(2)	(2)	(2)	-
Port Everglades.....	34	34	34	34	(2)	(2)	-	-	-	-	-	2	2	(2)	(2)	(2)	-
Port Everglades.....	8	8	8	8	(2)	(2)	-	-	-	-	-	392	392	11	54	54	-
West Palm Beach.....	8	8	8	8	(2)	(2)	-	-	-	-	-	403	403	(2)	(2)	(2)	-
Gulf Coast Districts.....	11,495	9,805	9,784	9,692	92	21	1,689	1,689	1,689	-	-	11	11	(2)	(2)	(2)	-
Tampa, Fla ¹	1,435	1,435	1,435	1,435	(2)	-	(2)	(2)	(2)	-	-	11	11	(2)	(2)	(2)	-
Tampa.....	1,418	1,418	1,418	1,418	(2)	-	(2)	(2)	(2)	-	-	11	11	(2)	(2)	(2)	-
Bozegrade.....	17	17	17	17	-	-	-	-	-	-	-	32	32	(2)	(2)	(2)	-
Mobile, Ala.....	926	791	788	787	1	3	136	136	136	-	-	14	14	(2)	(2)	(2)	-
Mobile, Ala.....	324	329	326	325	1	3	-	-	-	-	-	1	1	(2)	(2)	(2)	-
Gulfport, Miss.....	11	11	11	11	-	-	134	134	134	-	-	12	12	(2)	(2)	(2)	-
Pascagoula, Miss.....	526	392	392	392	-	-	2	2	2	-	-	3	3	(2)	(2)	(2)	-
Panama City, Fla.....	42	40	40	40	-	-	-	-	-	-	-	2	2	(2)	(2)	(2)	-
Panama City, Fla.....	16	16	16	16	-	-	-	-	-	-	-	2	2	(2)	(2)	(2)	-
Pensacola, Fla.....	3	3	3	3	-	-	-	-	-	-	-	(2)	(2)	-	-	-	-
Port St. Joe, Fla.....	4,198	3,723	3,706	3,699	7	17	475	475	475	-	-	172	171	(2)	17	17	-
New Orleans, La.....	1,866	1,782	1,765	1,758	7	17	84	84	84	-	-	114	113	(2)	3	3	-
Baton Rouge.....	852	680	680	680	(2)	-	172	172	172	-	-	22	22	(2)	5	5	-
Port Sulphur.....	294	238	238	238	-	-	56	56	56	-	-	33	33	(2)	1	1	-
Port Arthur, Tex.....	1,295	1,067	1,067	1,067	-	(2)	228	228	228	-	-	11	11	(2)	4	4	-
Port Arthur, Tex.....	640	496	496	496	-	(2)	144	144	144	-	-	1	1	(2)	1	1	-
Orange, Tex.....	9	9	9	9	-	(2)	74	74	74	-	-	16	16	(2)	1	1	-
Beaumont, Tex.....	561	487	487	487	-	(2)	10	10	10	-	-	5	5	(2)	(2)	(2)	-
Lake Charles, La.....	85	75	75	75	-	-	344	344	344	-	-	55	55	(2)	12	12	-
Galveston, Tex.....	1,750	1,406	1,406	1,406	(2)	-	49	49	49	-	-	38	38	(2)	1	1	-
Galveston.....	930	881	881	881	(2)	-	40	40	40	-	-	3	3	(2)	2	2	-
Freeport.....	78	38	38	38	-	-	178	178	178	-	-	12	12	(2)	4	4	-
Corpus Christi.....	658	479	479	479	(2)	-	77	77	77	-	-	8	8	(2)	5	5	-
Texas City.....	79	3	3	3	-	-	(2)	(2)	(2)	-	-	(2)	(2)	(2)	(2)	(2)	-
Laredo, Tex.....	81	81	81	81	-	-	-	-	-	-	-	8	8	(2)	(2)	(2)	-
Brownsville.....	81	81	81	81	-	-	(2)	(2)	(2)	-	-	8	8	(2)	(2)	(2)	-

See footnotes at end of table.

[illegible]

See footnotes at end of table.

Table 1.—U.S. EXPORTS OF DOMESTIC AND FOREIGN MERCHANDISE, OUTBOUND INTRANSIT MERCHANDISE, AND SHIPMENTS OF DEPARTMENT OF DEFENSE CONTROLLED CARGO AND "SPECIAL CATEGORY" NON-DEPARTMENT OF DEFENSE CONTROLLED CARGO, ON DRY CARGO AND TANKER VESSELS, BY CUSTOMS DISTRICT AND PORT OF LADING—Continued

Customs district and port	Shipping weight (in millions of pounds)										Value (in millions of dollars)									
	Grand total	Dry cargo				Dept. of Defense and "Special category"	Total	Tanker			Dry cargo			Tanker						
		Total	Domestic, foreign and intransit cargo		Dept. of Defense and "Special category"			Total	Domestic, foreign and intransit cargo		Dept. of Defense and "Special category"	Total	Domestic and foreign	In-transit	Total	Domestic and foreign	In-transit			
			(1)	(2)					(3)	(4)								(5)	(6)	(7)
Great Lakes Districts-- Continued																				
Buffalo, N.Y.	(Z)	(Z)	(Z)	(Z)	-	-	-	-	-	-	(Z)	(Z)	-	-	-	-	-	-	-	-
Buffalo-Niagara Falls	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rochester	(Z)	(Z)	(Z)	(Z)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Owego	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sodus Point	(Z)	(Z)	(Z)	(Z)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Duluth, Minn.	(Z)	(Z)	(Z)	(Z)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Duluth, Minn.	(Z)	(Z)	(Z)	(Z)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
International Falls-Rainier, Minn.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Superior, Wis.	(Z)	(Z)	(Z)	(Z)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Milwaukee, Wis.	(Z)	(Z)	(Z)	(Z)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Milwaukee	(Z)	(Z)	(Z)	(Z)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Marinette	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Green Bay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Racine	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Detroit, Mich.	10	10	10	10	(Z)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Detroit	9	9	9	9	(Z)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Saginaw-Bay City	(Z)	(Z)	(Z)	(Z)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Escanaba	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Marquette	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Muskegon	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rogers City	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Presque Isle	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chicago, Ill.	25	25	25	25	(Z)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Chicago, Ill.	25	25	25	25	(Z)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
East Chicago, Ind.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cary, Ind.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cleveland, Ohio	11	11	11	11	-	(Z)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cleveland, Ohio	(Z)	(Z)	(Z)	(Z)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Toledo, Ohio	-	-	-	-	-	(Z)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Erie, Pa.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sandusky, Ohio	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ashtabula, Ohio	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Conneaut, Ohio	11	11	11	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Lorain, Ohio	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

- Represents zero.

Z Less than 500,000 pounds; less than 500,000 dollars.

*Port totals of Customs Districts having ports located in more than one coastal district should be combined to obtain total exports for the Customs District.

Table 2.—U.S. GENERAL IMPORTS AND INBOUND INTRANSIT MERCHANDISE, ON DRY CARGO AND TANKER VESSELS, BY CUSTOMS DISTRICT AND PORT OF UNLADING

(Totals represent the sums of unrounded figures, hence may vary slightly from the sums of the rounded amounts)

Customs district and port	Shipping weight (in millions of pounds)							Value (in millions of dollars)					
	Grand total	Dry cargo			Tanker			Dry cargo			Tanker		
		Total	General imports	In-transit	Total	General imports	In-transit	Total	General imports	In-transit	Total	General imports	In-transit
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Total all districts:													
Monthly average													
1965.....	44,918	20,638	20,553	85	24,280	22,046	2,234	1,101	1,086	15	181	159	22
February 1965.....	36,396	13,533	13,488	45	22,863	21,100	1,762	846	836	10	167	150	17
January 1966.....	40,644	14,528	14,435	93	26,116	23,585	2,531	1,102	1,084	18	206	180	26
February 1966.....	38,516	13,323	13,200	123	25,193	21,943	3,250	1,089	1,059	30	251	153	98
North Atlantic Coast Districts...	26,630	6,183	6,109	74	20,447	17,197	3,250	694	672	22	210	112	98
Portland, Maine.....	4,015	71	70	1	3,944	695	3,249	2	2	(Z)	102	4	98
Portland, Maine.....	3,595	23	22	1	3,572	323	3,249	1	1	(Z)	100	2	98
Bangor, Maine.....	20	-	-	-	20	20	-	-	-	-	(Z)	(Z)	-
Eastport, Maine.....	1	-	(Z)	-	-	-	-	(Z)	(Z)	-	-	-	-
Portsmouth, N.H.....	121	47	47	-	74	74	-	(Z)	(Z)	-	(Z)	(Z)	-
Belfast, Maine.....	62	-	-	-	62	62	-	-	-	-	(Z)	(Z)	-
Searsport, Maine.....	217	1	1	-	216	216	-	1	1	-	1	1	-
Boston, Mass.....	1,431	249	248	1	1,182	1,182	-	48	48	(Z)	7	7	-
Boston.....	1,195	228	227	1	967	967	-	45	45	(Z)	6	6	-
Gloucester.....	13	13	13	-	-	-	-	3	3	-	-	-	-
New Bedford.....	56	5	5	-	51	51	-	(Z)	(Z)	-	(Z)	(Z)	-
Fall River.....	41	3	3	-	38	38	-	(Z)	(Z)	-	(Z)	(Z)	-
Salem.....	126	-	-	-	126	126	-	-	-	-	1	1	-
Providence, R.I.....	488	11	11	-	477	476	1	(Z)	(Z)	-	3	3	(Z)
Providence.....	323	11	11	-	312	311	1	(Z)	(Z)	-	2	2	(Z)
Bridgeport, Conn.....	678	65	65	-	613	613	-	2	2	-	3	3	-
Bridgeport.....	96	34	34	-	62	62	-	(Z)	(Z)	-	(Z)	(Z)	-
New Haven.....	489	28	28	-	461	461	-	1	1	-	3	3	-
New London.....	94	3	3	-	91	91	-	(Z)	(Z)	-	1	1	-
New York City, N.Y.....	8,869	1,861	1,793	68	7,008	7,008	(Z)	472	451	21	45	45	(Z)
New York.....	8,807	1,860	1,792	68	6,947	6,947	(Z)	472	451	21	45	45	(Z)
Albany.....	62	1	1	-	61	61	-	(Z)	(Z)	-	(Z)	(Z)	-
Philadelphia, Pa.....	7,979	2,244	2,244	(Z)	5,735	5,735	-	78	78	(Z)	40	40	-
Philadelphia, Pa.....	3,920	2,017	2,017	(Z)	1,903	1,903	-	72	72	(Z)	13	13	-
Chester, Pa.....	280	-	-	-	280	280	-	-	-	-	2	2	-
Wilmington, Del.....	898	122	122	-	776	776	-	3	3	-	6	6	-
Paulsboro, N.J.....	1,912	(Z)	(Z)	-	1,912	1,912	-	(Z)	(Z)	-	13	13	-
Camden, N.J.....	432	105	105	(Z)	327	327	-	2	2	(Z)	2	2	-
Gloucester City, N.J.....	(Z)	(Z)	(Z)	-	-	-	-	(Z)	(Z)	-	-	-	-
Marcus Hook, Pa.....	536	-	-	-	536	536	-	-	-	-	4	4	-
Baltimore, Md.....	2,385	1,395	1,392	3	990	990	-	57	57	(Z)	6	6	-
Baltimore.....	2,385	1,395	1,392	3	990	990	-	57	57	(Z)	6	6	-
Norfolk, Va.....	783	286	285	1	497	497	-	31	31	(Z)	4	4	-
Norfolk.....	306	175	174	1	131	131	-	23	23	(Z)	1	1	-
Newport News.....	425	61	61	-	364	364	-	4	4	-	3	3	-
Richmond.....	14	12	12	-	2	2	-	1	1	-	(Z)	(Z)	-
Alexandria.....	37	37	37	-	-	-	-	3	3	-	-	-	-
South Atlantic Coast Districts...	2,845	919	916	3	1,926	1,926	-	73	73	(Z)	14	14	-
Wilmington, N.C.....	35	26	26	-	9	9	-	3	3	-	(Z)	(Z)	-
Wilmington.....	26	26	26	-	-	-	-	3	3	-	-	-	-
Beaufort-Morehead City.....	9	-	-	-	9	9	-	-	-	-	(Z)	(Z)	-
Charleston, S.C.....	360	94	94	(Z)	266	266	-	19	19	(Z)	2	2	-
Charleston.....	340	94	94	(Z)	246	246	-	19	19	(Z)	2	2	-
Georgetown.....	20	-	-	-	20	20	-	-	-	-	(Z)	(Z)	-
Savannah, Ga.....	390	151	151	(Z)	239	239	-	12	12	(Z)	2	2	-
Brunswick.....	24	24	24	-	-	-	-	(Z)	(Z)	-	-	-	-
Savannah.....	366	127	127	(Z)	239	239	-	12	12	(Z)	2	2	-
Tampa, Fla.....	728	341	341	-	387	387	-	17	17	-	3	3	-
Jacksonville.....	576	328	328	-	248	248	-	17	17	-	2	2	-
Port Canaveral.....	152	13	13	-	139	139	-	(Z)	(Z)	-	1	1	-
San Juan, Puerto Rico.....	959	180	178	2	779	779	-	12	12	(Z)	5	5	-
Guanica.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Mayaguez.....	5	5	5	-	-	-	-	(Z)	(Z)	-	-	-	-
Ponce.....	60	29	29	-	31	31	-	1	1	-	(Z)	(Z)	-
San Juan.....	552	146	144	2	406	406	-	11	11	(Z)	3	3	-
Miami, Fla.....	371	126	125	1	245	245	-	10	10	(Z)	2	2	-
Miami.....	101	44	44	(Z)	57	57	-	6	6	(Z)	(Z)	(Z)	-
Port Everglades.....	173	73	73	(Z)	100	100	-	3	3	(Z)	1	1	-
West Palm Beach.....	95	8	8	(Z)	87	87	-	1	1	(Z)	1	1	-

See footnotes at end of table.

Table 2.—U.S. GENERAL IMPORTS AND INBOUND INTRANSIT MERCHANDISE, ON DRY CARGO AND TANKER VESSELS, BY CUSTOMS DISTRICT AND PORT OF UNLADING—Continued

Customs district and port	Shipping weight (in millions of pounds)							Value (in millions of dollars)					
	Grand total	Dry cargo			Tanker			Dry cargo			Tanker		
		Total	General imports	In-transit	Total	General imports	In-transit	Total	General imports	In-transit	Total	General imports	In-transit
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Gulf Coast Districts.....	5,371	4,412	4,383	29	959	959	-	156	152	4	9	9	-
Tampa, Fla. ¹	265	87	87	(Z)	178	178	-	6	6	(Z)	2	2	-
Tampa.....	265	87	87	(Z)	178	178	-	6	6	(Z)	2	2	-
Bocagrande.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Mobile, Ala.....	1,389	1,243	1,241	2	146	146	-	17	16	1	1	1	-
Mobile, Ala.....	1,296	1,154	1,152	2	142	142	-	13	12	1	1	1	-
Gulfport, Miss.....	59	59	59	-	-	-	-	3	3	-	-	-	-
Pascagoula, Miss.....	9	9	9	-	-	-	-	(Z)	(Z)	-	-	-	-
Panama City, Fla.....	12	12	12	-	-	-	-	(Z)	(Z)	-	-	-	-
Pensacola, Fla.....	12	8	8	-	4	4	-	(Z)	(Z)	-	(Z)	(Z)	-
Port St. Joe, Fla.....	(Z)	(Z)	(Z)	-	-	-	-	(Z)	(Z)	-	-	-	-
New Orleans, La.....	2,026	1,900	1,889	11	126	126	-	79	78	1	2	2	-
New Orleans.....	719	635	624	11	84	84	-	62	61	1	(Z)	(Z)	-
Baton Rouge.....	931	931	931	-	-	-	-	15	15	-	-	-	-
Port Sulphur.....	2	2	2	-	-	-	-	1	1	-	-	-	-
Port Arthur, Tex.....	53	12	12	-	41	41	-	3	3	-	(Z)	(Z)	-
Port Arthur, Tex.....	41	-	-	-	41	41	-	-	-	-	(Z)	(Z)	-
Orange, Tex.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Beaumont, Tex.....	5	5	5	-	-	-	-	(Z)	(Z)	-	-	-	-
Lake Charles, La.....	7	7	7	-	-	-	-	2	2	-	-	-	-
Galveston, Tex.....	820	764	763	1	56	56	-	9	9	(Z)	1	1	-
Galveston.....	19	19	19	(Z)	-	-	-	2	2	(Z)	-	-	-
Freeport.....	5	5	5	(Z)	-	-	-	(Z)	(Z)	(Z)	-	-	-
Corpus Christi.....	387	387	386	1	-	-	-	3	3	(Z)	-	-	-
Texas City.....	58	2	2	-	56	56	-	1	1	-	1	1	-
Laredo, Tex.....	297	11	1	10	286	286	-	1	(Z)	1	2	2	-
Brownsville.....	297	11	1	10	286	286	-	1	(Z)	1	2	2	-
Cleveland, Ohio (Louisville, Ky.) ¹	-	-	-	-	-	-	-	-	-	-	-	-	-
St. Louis, Mo.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Miami, Fla. (Key West) ¹	-	-	-	-	-	-	-	-	-	-	-	-	-
Houston, Tex.....	521	395	390	5	126	126	-	42	41	1	1	1	-
Houston.....	521	395	390	5	126	126	-	42	41	1	1	1	-
South Pacific Coast Districts...	2,582	930	925	5	1,652	1,652	-	125	123	2	16	16	-
San Diego, Calif.....	26	26	25	1	-	-	-	2	2	(Z)	-	-	-
San Diego.....	26	26	25	1	-	-	-	2	2	(Z)	-	-	-
Los Angeles, Calif.....	1,316	566	563	3	750	750	-	70	69	1	8	8	-
Los Angeles.....	767	263	260	3	504	504	-	54	53	1	6	6	-
Long Beach.....	549	303	303	(Z)	246	246	-	16	16	(Z)	2	2	-
El Segundo.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Port Hueneme.....	-	-	-	-	-	-	-	-	-	-	-	-	-
San Francisco, Calif...	864	318	317	1	546	546	-	49	49	(Z)	5	5	-
Eureka.....	(Z)	(Z)	(Z)	-	-	-	-	(Z)	(Z)	-	-	-	-
San Francisco.....	257	178	177	1	79	79	-	38	38	(Z)	1	1	-
Stockton.....	30	30	30	(Z)	-	-	-	3	3	(Z)	-	-	-
Oakland.....	65	65	65	(Z)	-	-	-	7	7	(Z)	-	-	-
Richmond.....	193	2	2	-	191	191	-	(Z)	(Z)	-	1	1	-
Alameda.....	19	8	8	-	11	11	-	1	1	-	1	1	-
Sacramento.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Martinez.....	255	(Z)	(Z)	-	255	255	-	(Z)	(Z)	-	1	1	-
Redwood City.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Selby.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Honolulu, Hawaii.....	376	20	20	(Z)	356	356	-	3	3	(Z)	3	3	-
Honolulu.....	376	20	20	(Z)	356	356	-	3	3	(Z)	3	3	-
North Pacific Coast Districts...	1,004	795	783	12	209	209	-	38	37	1	2	2	-
Portland, Oreg.....	259	259	259	(Z)	-	-	-	19	19	(Z)	-	-	-
Astoria, Oreg.....	5	5	5	-	-	-	-	1	1	-	-	-	-
Coos Bay, Oreg.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Portland, Oreg.....	150	150	150	-	-	-	-	10	10	-	-	-	-
Longview, Wash.....	42	42	42	(Z)	-	-	-	5	5	(Z)	-	-	-
Vancouver, Wash.....	62	62	62	-	-	-	-	3	3	-	-	-	-

See footnotes at end of table.

Table 2.—U.S. GENERAL IMPORTS AND INBOUND INTRANSIT MERCHANDISE, ON DRY CARGO AND TANKER VESSELS, BY CUSTOMS DISTRICT AND PORT OF UNLOADING—Continued

Customs district and port	Shipping weight (in millions of pounds)							Value (in millions of dollars)					
	Grand total	Dry cargo			Tanker			Dry cargo			Tanker		
		Total	General imports	In-transit	Total	General imports	In-transit	Total	General imports	In-transit	Total	General imports	In-transit
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
North Pacific Coast Districts—Continued													
Seattle, Wash.....	732	523	518	5	209	209	-	19	18	1	2	2	-
Seattle.....	236	157	152	5	79	79	-	12	11	1	1	1	-
Tacoma.....	249	205	205	-	44	44	-	6	6	(Z)	(Z)	(Z)	-
Aberdeen-Hoquiam.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Bellingham.....	110	24	24	-	86	86	-	(Z)	(Z)	-	1	1	-
Everett.....	90	90	90	-	-	-	-	(Z)	(Z)	-	-	-	-
Port Angeles.....	27	27	27	-	-	-	-	1	1	-	-	-	-
Port Townsend.....	12	12	12	-	-	-	-	(Z)	(Z)	-	-	-	-
Anacortes.....	8	8	8	-	-	-	-	(Z)	(Z)	-	-	-	-
South Bend.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Olympia.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Juneau, Alaska.....	13	13	6	7	-	-	-	(Z)	(Z)	(Z)	-	-	-
Ketchikan.....	6	6	6	-	-	-	-	(Z)	(Z)	-	-	-	-
Wrangell.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Sitka.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Great Lakes Districts.....	84	84	84	(Z)	-	-	-	1	1	(Z)	-	-	-
Ogdensburg, N.Y.....	4	4	4	-	-	-	-	(Z)	(Z)	-	-	-	-
Ogdensburg.....	4	4	4	-	-	-	-	(Z)	(Z)	-	-	-	-
Massena.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Waddington.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Buffalo, N.Y.....	52	52	52	-	-	-	-	1	1	-	-	-	-
Buffalo-Niagara Falls	51	51	51	-	-	-	-	1	1	-	-	-	-
Rochester.....	(Z)	(Z)	(Z)	-	-	-	-	(Z)	(Z)	-	-	-	-
Oswego.....	(Z)	(Z)	(Z)	-	-	-	-	(Z)	(Z)	-	-	-	-
Sodus Point.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Duluth, Minn.....	(Z)	(Z)	(Z)	-	-	-	-	(Z)	(Z)	-	-	-	-
Duluth, Minn.....	(Z)	(Z)	(Z)	-	-	-	-	(Z)	(Z)	-	-	-	-
International Falls-Ranier, Minn.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Superior, Wis.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Milwaukee, Wis.....	2	2	2	-	-	-	-	(Z)	(Z)	-	-	-	-
Milwaukee.....	2	2	2	-	-	-	-	(Z)	(Z)	-	-	-	-
Marinette.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Green Bay.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Racine.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Detroit, Mich.....	1	1	1	(Z)	-	-	-	(Z)	(Z)	(Z)	-	-	-
Detroit.....	1	1	1	(Z)	-	-	-	(Z)	(Z)	(Z)	-	-	-
Saginaw-Bay City.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Escanaba.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Marquette.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Muskegon.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Rogers City.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Presque Isle.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Chicago, Ill.....	1	1	1	(Z)	-	-	-	(Z)	(Z)	(Z)	-	-	-
Chicago, Ill.....	1	1	1	(Z)	-	-	-	(Z)	(Z)	(Z)	-	-	-
East Chicago, Ind.....	(Z)	(Z)	(Z)	-	-	-	-	(Z)	(Z)	-	-	-	-
Gary, Ind.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Cleveland, Ohio ¹	25	25	25	(Z)	-	-	-	(Z)	(Z)	(Z)	-	-	-
Cleveland, Ohio.....	24	24	24	(Z)	-	-	-	(Z)	(Z)	(Z)	-	-	-
Toledo, Ohio.....	(Z)	(Z)	(Z)	-	-	-	-	(Z)	(Z)	-	-	-	-
Erie, Pa.....	(Z)	(Z)	(Z)	-	-	-	-	(Z)	(Z)	-	-	-	-
Sandusky, Ohio.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Ashtabula, Ohio.....	(Z)	(Z)	-	(Z)	-	-	-	(Z)	-	(Z)	-	-	-
Conneaut, Ohio.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Lorain, Ohio.....	-	-	-	-	-	-	-	-	-	-	-	-	-

- Represents zero.

¹ Less than 500,000 pounds; less than 500,000 dollars.² Port totals of Customs Districts having ports located in more than one coastal district should be combined to obtain total imports for the Customs District.

Table 3.—U.S. EXPORTS OF DOMESTIC AND FOREIGN MERCHANDISE ON DRY CARGO AND TANKER VESSELS, BY TRADE AREA, TYPE OF VESSEL SERVICE, AND AMOUNT CARRIED ON U.S. FLAG VESSELS

(Shipping weight in millions of pounds. Totals represent the sums of unrounded figures, hence may vary slightly from the sums of the rounded amounts)

Trade area	Total all vessels		Dry cargo vessels ¹						Tanker vessels	
	Total shipping weight	U.S. flag	Total dry cargo		Liner		Irregular		Total	U.S. flag
			Total	U.S. flag	Total	U.S. flag	Total	U.S. flag		
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Total all trade areas:										
Monthly average 1965.....	28,635	3,175	25,102	2,537	5,165	1,270	19,936	1,267	3,533	638
February 1965.....	17,111	1,713	15,177	1,379	2,706	881	12,471	498	1,934	334
January 1966.....	24,845	2,411	22,451	1,847	4,796	1,119	17,655	728	2,394	564
February 1966.....	26,960	2,442	24,260	1,869	5,301	1,256	18,959	613	2,700	573
Foreign trade areas except Canadian.....	26,463	2,277	23,920	1,801	5,294	1,255	18,626	546	2,543	476
Caribbean.....	601	99	562	96	379	91	183	5	39	3
East Coast South America.....	964	96	919	96	161	71	758	25	45	-
West Coast South America.....	398	75	365	75	175	75	190	(2)	33	-
West Coast Central America and Mexico.....	92	31	73	13	65	10	8	3	19	18
Gulf Coast Mexico.....	60	6	47	6	8	(2)	39	6	13	-
United Kingdom and Eire.....	1,528	71	1,338	71	322	70	1,016	1	190	-
Baltic, Scandinavia, Iceland and Greenland.....	809	26	778	26	240	26	538	-	31	-
Bayonne-Hamburg Range.....	6,483	77	5,664	77	816	77	4,848	(2)	819	-
Portugal and Spanish Atlantic.....	658	17	623	17	91	17	532	-	35	-
Azores, Mediterranean and Black Sea...	4,430	357	4,199	355	618	135	3,581	220	231	2
West Coast Africa.....	218	68	218	68	141	68	77	-	-	-
South and East Africa.....	289	106	285	106	116	79	169	27	4	-
Australasia.....	519	39	496	16	160	16	336	-	23	23
India, Persian Gulf and Red Sea.....	2,744	862	1,990	432	469	192	1,521	240	754	430
Malaysia and Indonesia.....	66	5	45	5	45	5	-	-	21	-
Far East-Southern Area, including Taiwan and Philippines.....	450	168	408	166	324	160	84	6	42	2
Far East-Northern Area, including Japan.....	6,155	176	5,911	176	1,164	163	4,747	13	244	-
Canadian trade areas.....	496	165	340	68	8	1	332	67	156	97
Pacific Canada.....	387	156	237	59	7	1	230	58	150	97
Great Lakes Canada.....	21	9	21	9	(2)	-	21	9	-	-
Atlantic Canada.....	88	(2)	81	(2)	(2)	(2)	81	(2)	7	-

- Represents zero.

² Less than 500,000 pounds.¹Classification of dry cargo vessels as "liner" or "irregular or tramp" is based on characteristics of each voyage (whether the voyage is part of a scheduled berth operation, etc.) using the classification criteria of the Maritime Administration.

Table 4 -U.S. GENERAL IMPORTS OF MERCHANDISE ON DRY CARGO AND TANKER VESSELS, BY TRADE AREA, TYPE OF VESSEL SERVICE, AND AMOUNT CARRIED ON U.S. FLAG VESSELS

(Shipping weight in millions of pounds. Totals represent the sums of unrounded figures, hence may vary slightly from the sums of the rounded amounts)

Trade area	Total all vessels		Dry cargo vessels ¹						Tanker vessels	
	Total shipping weight	U.S. flag	Total dry cargo		Liner		Irregular		Total	U.S. flag
			Total	U.S. flag	Total	U.S. flag	Total	U.S. flag		
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Total all trade areas:										
Monthly average 1965.....	42,599	2,595	20,553	1,728	3,648	773	16,905	955	22,045	867
February 1965.....	34,588	1,892	13,488	1,061	2,673	689	10,815	372	21,100	831
January 1966.....	38,022	2,002	14,436	1,050	3,605	806	10,831	244	23,586	952
February 1966.....	35,143	2,019	13,200	1,082	3,767	848	9,432	234	21,943	937
Foreign trade areas except Canadian.....	33,243	1,949	11,308	1,012	3,544	835	7,764	177	21,935	937
Caribbean.....	21,285	897	4,133	119	221	62	3,912	57	17,152	778
East Coast South America.....	625	74	482	74	226	74	256	-	143	-
West Coast South America.....	925	102	909	102	275	102	634	-	16	-
West Coast Central America and Mexico.....	443	37	382	37	21	3	361	34	61	-
Gulf Coast Mexico.....	866	18	155	1	49	1	106	(2)	711	17
United Kingdom and Eire.....	217	39	208	39	135	39	73	-	9	-
Baltic, Scandinavia, Iceland and Greenland.....	273	13	273	13	239	13	34	-	(2)	(2)
Bayonne-Hamburg Range.....	939	66	865	66	563	66	302	(2)	74	-
Portugal and Spanish Atlantic.....	53	6	53	6	39	6	14	-	-	-
Azores, Mediterranean and Black Sea...	1,408	72	420	72	208	72	212	(2)	988	-
West Coast Africa.....	1,063	50	972	50	145	50	827	-	91	-
South and East Africa.....	385	117	385	117	79	56	306	61	-	-
Australasia.....	205	14	154	14	113	14	41	-	51	(2)
India, Persian Gulf and Red Sea.....	2,575	220	270	80	146	57	124	23	2,305	140
Malaysia and Indonesia.....	383	29	114	29	114	29	(2)	-	269	-
Far East-Southern Area, including Taiwan and Philippines.....	630	72	599	70	229	70	370	(2)	31	2
Far East-Northern Area, including Japan.....	970	124	937	124	744	122	193	2	33	-
Canadian trade areas.....	1,900	70	1,892	70	223	13	1,669	57	8	-
Pacific Canada.....	838	70	830	70	130	13	700	57	8	-
Great Lakes Canada.....	184	(2)	184	(2)	4	(2)	180	-	-	-
Atlantic Canada.....	877	(2)	877	(2)	88	-	789	(2)	-	-

- Represents zero.

2 Less than 500,000 pounds.

¹Classification of dry cargo vessels as "liner" or "irregular or tramp" is based on characteristics of each voyage (whether the voyage is part of a scheduled berth operation, etc.) using the classification criteria of the Maritime Administration.

Table 5.-U.S. EXPORTS OF DEPARTMENT OF DEFENSE CONTROLLED CARGO UNDER THE U.S. FOREIGN AID PROGRAMS, AND "SPECIAL CATEGORY" NON-DEPARTMENT OF DEFENSE CONTROLLED CARGO-COASTAL DISTRICT OF LADING BY TYPE OF VESSEL SERVICE AND AMOUNTS CARRIED ON U.S. FLAG AND FOREIGN FLAG VESSELS

(Shipping weight in thousands of pounds. Totals represent the sums of unrounded figures, hence may vary slightly from the sums of the rounded amounts)

U.S. Coastal district of lading	Total all vessels				U.S. flag vessels			Foreign flag vessels		
	Grand total	Liner service	Irregular or tramp service	Tanker vessel	Liner service	Irregular or tramp service	Tanker vessel	Liner service	Irregular or tramp service	Tanker vessel
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
Total all coastal districts:										
Monthly average 1965.....	60,825	47,658	13,167	-	37,762	11,914	-	9,896	1,253	-
February 1965.....	67,762	59,872	7,890	-	51,086	7,888	-	8,786	2	-
January 1966.....	16,129	16,075	54	-	2,230	3	-	13,845	51	-
February 1966.....	55,550	48,336	7,208	6	26,716	7,173	6	21,620	36	-
North Atlantic ports.....	17,793	17,793	-	-	11,296	-	-	6,497	-	-
South Atlantic ports.....	3,120	652	2,468	-	129	2,432	-	523	36	-
Gulf Coast ports.....	21,123	20,254	869	-	6,510	869	-	13,744	-	-
South Pacific ports.....	10,768	7,180	3,583	6	6,324	3,583	6	856	-	-
North Pacific ports.....	2,719	2,431	288	-	2,429	288	-	2	-	-
Great Lakes ports.....	28	28	-	-	28	-	-	-	-	-
Puerto Rico, Hawaii and Alaska ports.....	-	-	-	-	-	-	-	-	-	-

- Represents zero.

2 Less than 500 pounds.

Table 6.-U.S. EXPORTS OF DEFENSE CONTROLLED CARGO UNDER U.S. FOREIGN AID PROGRAMS, AND "SPECIAL CATEGORY" NON-DEPARTMENT OF DEFENSE CONTROLLED CARGO--TRADE AREA BY TYPE OF VESSEL SERVICE AND AMOUNT CARRIED ON U.S. FLAG VESSELS

(Shipping weight in thousands of pounds. Totals represent the sums of unrounded figures, hence may vary slightly from the sums of the rounded amounts.)

Trade area	Total all vessels		Dry cargo vessels ¹				Irregular		Tanker vessels	
	Total shipping weight (1)	U.S. flag (2)	Total dry cargo		Liner		Total (7)	U.S. flag (8)	Total (9)	U.S. flag (10)
			Total (3)	U.S. flag (4)	Total (5)	U.S. flag (6)				
Total all trade areas:										
Monthly average 1965:										
February 1965.....	60,825	49,676	60,825	49,676	47,658	37,762	13,167	11,914	-	-
January 1966.....	67,762	58,974	67,762	58,974	59,872	51,086	7,890	7,888	-	-
February 1966.....	16,129	2,233	16,129	2,233	16,075	2,230	54	3	-	-
January 1966.....	55,550	33,894	55,544	33,889	48,336	26,716	7,208	7,173	6	6
Foreign trade areas except Canadian.....	55,550	33,894	55,544	33,889	48,336	26,716	7,208	7,173	6	6
Caribbean.....	179	36	179	36	143	36	36	-	-	-
East Coast South America.....	135	133	135	133	135	133	-	-	-	-
West Coast South America.....	225	121	225	121	225	121	-	-	-	-
West Coast Central America and Mexico.....	2	2	2	2	2	2	-	-	-	-
Gulf Coast Mexico.....	-	-	-	-	-	-	-	-	-	-
United Kingdom and Eire.....	277	75	277	75	277	75	-	-	-	-
Baltic, Scandinavia, Iceland and Greenland.....	421	16	421	16	407	2	14	14	-	-
Bayonne-Hamburg Range.....	6,332	3,485	6,332	3,485	6,332	3,485	-	-	-	-
Portugal and Spanish Atlantic.....	460	376	460	376	460	376	-	-	-	-
Unidentified countries in Western Europe.....	-	-	-	-	-	-	-	-	-	-
Azores, Mediterranean and Black Sea.....	13,738	3,342	13,738	3,342	13,434	3,038	304	304	-	-
West Coast Africa.....	25	17	25	17	25	17	-	-	-	-
South and East Africa.....	4	4	4	4	4	4	-	-	-	-
Australasia.....	666	36	660	30	660	30	-	-	6	6
India, Persian Gulf and Red Sea.....	6,278	4,072	6,278	4,072	6,208	4,002	71	71	-	-
Malaysia and Indonesia.....	40	31	40	31	40	31	-	-	-	-
Far East-Southern Area, including Taiwan and Philippines.....	22,469	18,600	22,469	18,600	15,742	11,873	6,727	6,727	-	-
Far East-Northern Area, including Japan.....	4,298	3,547	4,298	3,547	4,240	3,490	57	57	-	-
Canadian trade areas.....	-	-	-	-	-	-	-	-	-	-
Pacific Canada.....	-	-	-	-	-	-	-	-	-	-
Great Lakes Canada.....	-	-	-	-	-	-	-	-	-	-
Atlantic Canada.....	-	-	-	-	-	-	-	-	-	-

- Represents zero.

² Less than 500 pounds.

¹ Classification of dry cargo vessels as "liner" or "irregular or tramp" is based on characteristics of each voyage (whether the voyage is part of a scheduled berth operation, etc.) using the classification criteria of the Maritime Administration.

USCOM-DC

